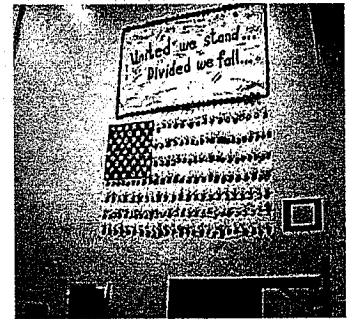
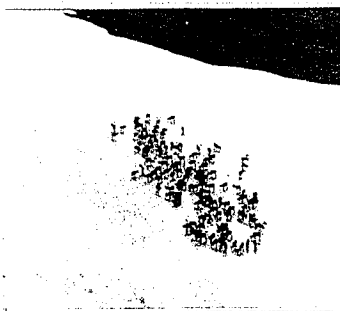


# Lake & Peninsula Borough

## *2002 Federal Priorities*



### Mayor

Glen Alsworth Sr.

### Assembly

Myra Olsen

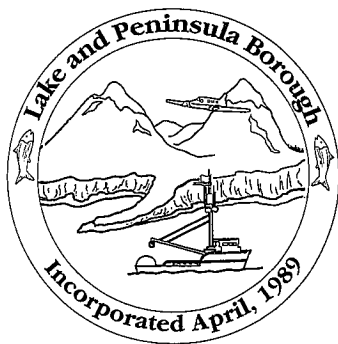
Raymond Wassillie

Sue Anelon

David Wilder

Alvin Pedersen

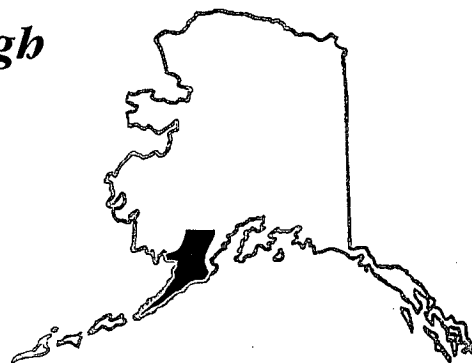
Lynn Carlson



## **Lake and Peninsula Borough**

P.O. Box 495  
King Salmon, Alaska 99613

Telephone: (907) 246-3421  
Fax: (907) 246-6602



May 1, 2002

The Honorable Ted Stevens  
The Honorable Frank Murkowski  
The Honorable Don Young

**SUBJECT:** Borough Priorities / Requests for Federal Participation / FY 2003

Dear Senators Stevens and Murkowski and Congressman Young:

As you know, the Lake and Peninsula Borough has experienced a series of economic disasters the past few years related to the downturn in the commercial fishing industry. These disasters have resulted in devastating impacts to the Borough's economy and the tax revenue it depends upon to provide basic public services. It is clear to the Borough Assembly that the Borough must work hard to facilitate structural changes in the commercial fishing industry and to diversify and expand the economy.

For the past six months the Borough has been conducting economic development planning meetings in all of its communities. The purpose of these meetings has been to determine the vision our residents have for their economic future. We have also been using these meetings to update our Comprehensive Economic Development Strategy and C.I.P. priorities. These meetings and suggested revisions to our economic and capital development plans have formed the foundation for the Borough Federal Priorities List that is included in this packet. These are the projects and programs that the Borough Assembly believes will most expeditiously and efficiently stimulate the economy and create jobs.

We look forward to working with you and your staff to diversify the Borough's economy, create jobs, and achieve our mutual goals in this area. We deeply appreciate all of your past efforts to assist us during these economic hard times. Please do not hesitate to contact us if you have any questions or need additional information.

Sincerely,

Glen Alsworth Sr., Mayor

# **LAKE AND PENINSULA BOROUGH**

## **Borough Priorities Requests for Federal Participation FY-2003**



# **CONTENTS**

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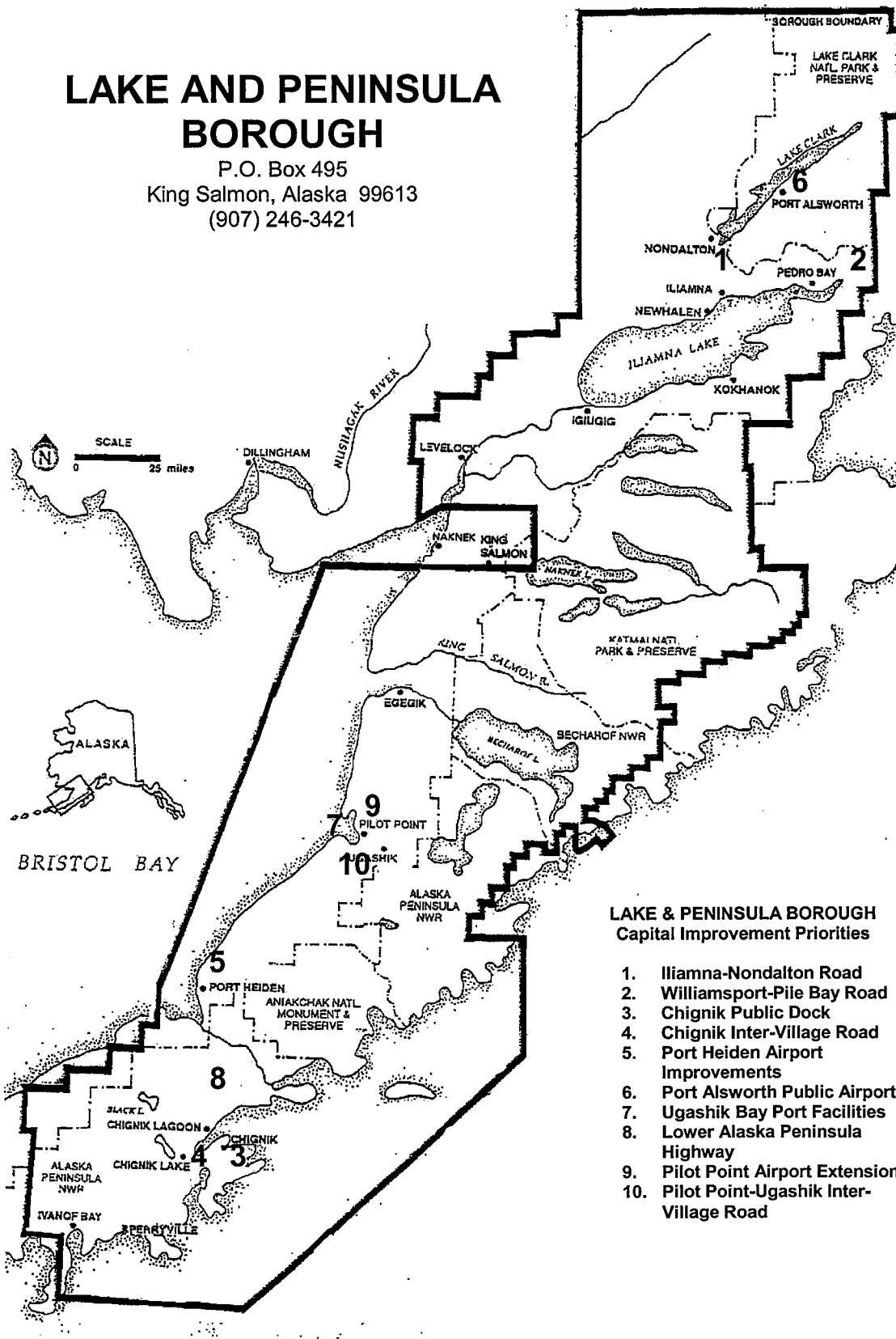
- iv.....***Lake and Peninsula Borough Map*
- v.....***Resolution 02-03 Adopting the Lake and Peninsula  
Borough's Capital Improvement Program List for  
2002*

## **PROJECTS AND PROGRAMS**

- 1.....***Iliamna – Nondalton Road*
- 2.....***Williamsport – Pile Bay Road and Port Facilities*
- 3.....***Chignik Public Dock*
- 4.....***Chignik Inter-Village Road*
- 5.....***Port Heiden Airport Improvements*
- 6.....***Port Alsworth Public Airport*
- 7.....***Ugashik Bay Port Facility*
- 8.....***Lower Alaska Peninsula Highway*
- 9.....***Pilot Point Airport Expansion*
- 10.....***Pilot Point – Ugashik Inter-Village Road*
- 11.....***Alternative Energy Feasibility & Implementation*
- 12.....***Business Development Center & Technical  
Assistance Program*
- 13.....***Village Internet Technology*

# LAKE AND PENINSULA BOROUGH

P.O. Box 495  
King Salmon, Alaska 99613  
(907) 246-3421



## LAKE & PENINSULA BOROUGH Capital Improvement Priorities

1. Iliamna-Nondalton Road
2. Williamsport-Pile Bay Road
3. Chignik Public Dock
4. Chignik Inter-Village Road
5. Port Heiden Airport Improvements
6. Port Alsworth Public Airport
7. Ugashik Bay Port Facilities
8. Lower Alaska Peninsula Highway
9. Pilot Point Airport Extension
10. Pilot Point-Ugashik Inter-Village Road

**LAKE AND PENINSULA BOROUGH  
RESOLUTION 02-03**

**A RESOLUTION ESTABLISHING AND ADOPTING A BOROUGH CAPITAL  
IMPROVEMENT PROGRAM (C.I.P.) LIST FOR 2002.**

**WHEREAS**, the Lake and Peninsula Borough Assembly is committed to providing for and promoting necessary and important capital improvements that will support economic development, job creation, basic public services, and a high quality of life; and

**WHEREAS**, it is in the Borough's best interest to annually compile a list of C.I.P. priorities; and

**WHEREAS**, the C.I.P. Priority List is provided to the general public, state and federal officials, and other agencies and interested parties that share an interest in help the Borough achieve its development goals; and

**WHEREAS**, the Priority List is an important tool, along with the Operating Budget, the Comprehensive Economic Development Plan and the Economic Development Strategy, in providing the Borough with a road map for reaching its development goals.

**NOW, THEREFORE BE IT RESOLVED** that the Lake and Peninsula Borough Assembly hereby establishes and adopts a Borough C.I.P. Priority List for 2002, a copy of which is attached and incorporated herein by reference; and

**BE IT FURTHER RESOLVED** that the Lake and Peninsula Borough Assembly directs the Borough Manager to use this list for all of the purposes described herein to achieve the Borough's development goals.

**PASSED AND APPROVED** by a duly constituted quorum of the Lake and Peninsula Borough Assembly on this 15<sup>th</sup> day of January 2002.

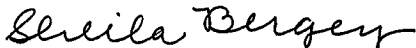
**IN WITNESS THERETO:**



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Glen Alsworth, Sr., Mayor

**ATTEST:**



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Sheila Bergey, Borough Clerk

## **LAKE AND PENINSULA BOROUGH 2002 CIP List**

### **Category "A" Priorities**

Category A contains the Borough's highest priority Capital Improvement Projects. These are large regional projects. The completion of these projects will result in social and/or economic benefits for the State of Alaska, the Lake and Peninsula Borough, and/or a sub-region of the Lake and Peninsula Borough. These projects are listed below in order of priority. *Adopted 1/15/02.*

1. Iliamna – Nondalton Road
2. Williamsport – Pile Bay Road (including port facilities)
3. Chignik Public Dock
4. Chignik Inter-Village Road
5. Port Heiden Airport Improvements
6. Port Alsworth Public Airport
7. Ugashik Bay Port Facility
8. Lower Alaska Peninsula Highway
9. Pilot Point Airport Extension
10. Pilot Point – Ugashik Inter-Village Road

### **Category "B" Priorities**

Category B contains the highest priority projects for each community within the Borough. The Borough strongly supports and endorses all of them. However, as a matter of policy, the Borough does not attempt to prioritize them.

#### **Chignik Bay** (updated 1/02)

- Chignik Public Dock
- Chignik Inter-Village Road
- Electric inter-tie project to connect north and south distribution systems, provide power to harbor and dock sites
- 200,000 gallon water tank and access road, and water line linking north and south distribution systems
- Airport access road reconstruction
- Hydro-electric project / Update feasibility study, land acquisition, secure water rights, permitting, access road
- Airport lighting
- Clinic
- Bulk fuel tanks
- Local airport extension
- Walking path
- Parks
- Emergency shelter
- Community hall rehabilitation

#### **Chignik Lake** (updated 10/01)

- Emergency services building / Fire truck
- Community building
- Chignik Inter-village road
- Community water storage tank

**Chignik Lagoon** (updated 10/01)

- Chignik Inter-village road / road to new landfill
- New airport construction and relocation (preferably regional facility at Metrofania Valley)
- Tsunami shelter
- Packer's Creek bridge erosion control

**Egegik** (updated 11/01)

- Four-wheel drive vehicle for patient transport
- Coastal erosion control
- Strategic plan
- Heated airport terminal building
- Community freezer plant

**Igiugig** (updated 12/01)

- Old dump closure
- Runway extension
- Post office facility
- New clinic
- Village dock / seaplane base
- Housing project

**Iliamna** (updated 11/01)

- Iliamna – Nondalton Road
- Williamsport access site
- Williamsport – Pile Road
- Comprehensive Economic Development Plan for Iliamna
- Community training center
- Regional landfill
- Transportation plan for reducing cost of goods delivered to Iliamna
- Assisted living facility for elderly and handicapped
- Paved roads for community
- Airport master plan
- Airport paving and fencing
- ATV and bicycle path
- Scenic view areas
- Feasibility study for public seaplane base, breakwater/marina, boat storage, barge landing

**Ivanof Bay** (updated 11/99)

- Access road to Stepovak Bay
- Stepovak Bay airport reconstruction w/ lighting
- Public dock / landing area
- Small boat harbor

**Kokhanok** (updated 11/01)

- Emergency vehicles (fire truck, ambulance) and heavy equipment
- Multi-purpose building
- Small boat harbor. dock, boat ramp

**Levelock** (updated 12/00)

- New health clinic
- Riverbank erosion control
- Value-added fish processing facility



**Newhalen**

- Sub-regional health clinic
- Water/sewer upgrades
- Bulk fuel storage tank farm for Newhalen/Iliamna area
- Assisted living facility for elderly and handicapped
- Small boat ramp, parking area
- Airport paving for Iliamna airport
- Community equipment storage/shop facility
- New clinic building with staff living quarters
- Iliamna – Nondalton Road upgrade/bridge construction
- Iliamna airport master plan
- Community building
- Community road upgrades/improvements

**Nondalton** (updated 11/01)

- Water/sewer upgrade
- Iliamna – Nondalton Road upgrade/bridge construction
- Community greenhouse
- Community recreational park facilities
- Community road upgrades
- Landfill

**Pedro Bay** (updated 01/02)

- Public dock/waterfront construction at Smokehouse Bay
- Rushing Creek bridge replacement
- PBVC electric utility – new plant facility and bulk fuel storage
- Pedro Bay airport runway extension
- Landfill access road
- Barney's Bay/Long Bay trail extension
- Boatyard Trail extension
- Knutson Bay trail upgrade
- Pedro Bay airport visitor facility
- Community fire and EMS building

**Perryville** (updated 12/00)

- Public dock
- Airport improvements and lighting
- Community road upgrades/improvements

**Pilot Point** (updated 12/01)

- Landfill / water / sewer project
- Community Center
- Landfill road to river
- Dago Creek Port Facility
- Fuel farm upgrade
- Renewable energy
- City office building
- Airport extension
- Road to Wide Bay / Deep water port
- Road to Egegik

**Port Heiden** (updated 10/01)

- Runway resurfacing / decertification and mail hub status
- Upgrade and redistribute power system
- Central sewer / water
- Fish processing plant
- Local roads upgrade
- Needs assessment for harbor / dock
- Lower Alaska Peninsula Highway
- Historical site preservation
- Firehall renovation

**Port Alsworth** (updated 01/02)

- Solid waste ashfill and incinerator
- Landfill access road
- Public health clinic facility
- Airport access road
- Public road improvements
- Heavy equipment

**Ugashik** (updated 11/01)

- Landfill
- Centralized power
- Dock
- Cannery renovation
- Road resurfacing
- Bunker crude oil removal
- Asbestos removal from cannery
- Bulk fuel storage
- Road to Wide Bay



## ILIAMNA - NONDALTON ROAD

- **PROJECT DESCRIPTION:** This project will complete the road link between the communities of Iliamna, Newhalen, and Nondalton. This road project has been a "work in progress" since the 1970's and the road is substantially complete for 13 miles to the proposed bridge site at the Newhalen River. The project consists of road improvements from the Iliamna Airport to the Bridge site (13 miles), a one-lane bridge over the Newhalen River, and significant improvements for the remaining 2 miles to Nondalton. Engineering and permitting activities are almost complete.
- **BENEFITS:** When completed, the road will connect three communities, Iliamna, Newhalen, and Nondalton. This will provide

opportunities to increase efficiency by consolidating public services and facilities. Several impacts studies and environmental assessments have shown that the project will also create jobs, stimulate small business, lower the cost of living, and improve education, health and safety, and environmental conditions. The road is inter-modal because it will connect all three communities with the regional airport and dock/barge facilities in Iliamna.

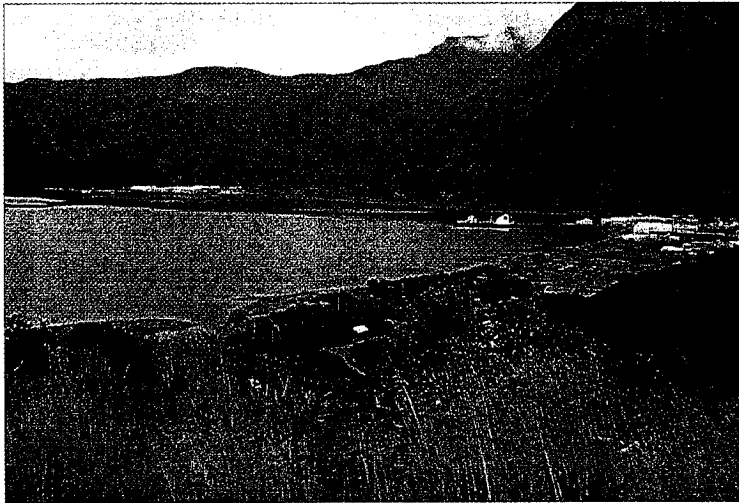
- **PARTNERS:** State of Alaska, Lake and Peninsula Borough, Iliamna, Newhalen, and Nondalton Village Councils, City of Newhalen, Iliamna-Newhalen-Nondalton Electric Cooperative. This project is supported by all of the local governments and regional organizations in the area. It is also included in the State Transportation Improvement Program and the Southwest Alaska Transportation Plan.
- **COST ESTIMATE:** \$8 Million / Alaska Legislature has appropriated \$5 Million
- **LOCAL MATCH:** The State has appropriated \$5 Million. The Borough has agreed to assume responsibility for maintenance after the road is complete.
- **FEDERAL REQUEST:** \$3 Million





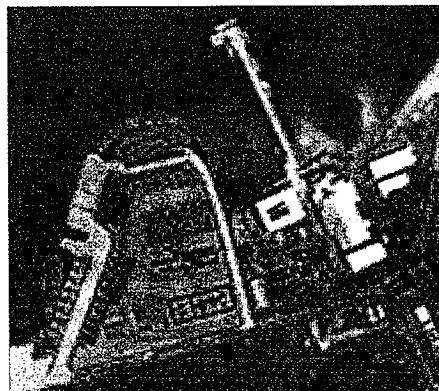
## **WILLIAMSPORT - PILE BAY ROAD & PORT FACILITIES**

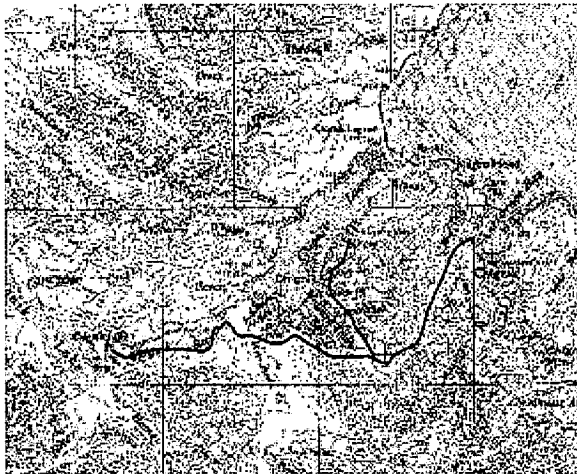
- **PROJECT DESCRIPTION:** The Williamsport-Pile Bay Road was built in the 1930's by the Alaska Road Commission. It is 15.5 miles long and connects Cook Inlet with Lake Iliamna. This project has two separate components. The first component is a road project that would rehabilitate, resurface, and widen about 15.5 miles of road, repair or replace 4 bridges, develop parking and staging areas on both ends, and construct a boat ramp and dock at Pile Bay. The second component is a U.S. Army Corps of Engineers project at Williamsport. This involves dredging and construction of a sheetpile dock and boat ramp in accordance with the 1995 Feasibility Study and EIS.
  - **BENEFITS:** The road has historically been used as a short cut to haul freight and fishing boats from Anchorage and the Kenai Peninsula to Lake Iliamna and Bristol Bay. Significant upgrades to the road and port facilities would increase the amount of freight and other traffic significantly. This would reduce the cost of shipping and fuel delivery. It would also provide new economic development opportunities in the tourism, transportation, freight hauling, energy, and retail sectors of the economy.
  - **PARTNERS:** The State of Alaska, Economic Development Administration, U.S. Navy Seabees, U.S. Army Corps of Engineers, Lake and Peninsula Borough, Kenai Peninsula Borough.
  - **COST ESTIMATES:** Road Improvements: \$21 million / Corps: \$3.9 million
  - **LOCAL MATCH:** ADOT/PF's Number 1 road project in the Southwest Alaska Transportation Plan. EDA has provided a \$250,000 grant for a bailey bridge to replace a bridge that washed out. The U.S. Navy Seabees will construct the bailey bridge and replace culverts as a training exercise this summer. The U.S. Army Corps of Engineers conducted a feasibility study and EIS for navigational improvements at Williamsport in 1995 which showed a very favorable cost/benefit ratio. The Kenai Peninsula Borough acted as the local sponsor for the Corps feasibility study and will be the local sponsor for the Corp project if funded. The Lake and Peninsula Borough provided a \$50,000 cash match for the EDA grant. The Lake and Peninsula and Kenai Peninsula Boroughs have agreed to share responsibility for maintenance after the road is completed.
- \* **FEDERAL REQUEST:** Road Project: \$10 million /Corps Project \$3.9 million



## CHIGNIK PUBLIC DOCK

- PROJECT DESCRIPTION:** The City of Chignik is the “hub” of what has been called the “Chignik Economic Zone”. This area includes the communities of Chignik, Chignik Lagoon, Chignik Lake, Perryville, and Ivanof Bay and it contains one of the most valuable and productive commercial salmon districts in the state. The region has tremendous potential for expansion of the bottom fishing, tourism, and mining industries. Chignik contains most of the area’s transportation, cargo handling, and fisheries infrastructure however, expansion and economic diversification is hindered by the fact that the community does not have a public dock. This project would construct a new public dock/port facility that consists of an all tide, deep draft, 300 foot heavy capacity dock, boat lifts, eight acres of uplands for storage, cargo handling, fish processing and boat repair, and facilities to accommodate the Alaska Marine Highway System. The design and permitting process are nearly complete.
- BENEFITS:** The benefits include elimination of the community’s total dependence upon private docks for cargo delivery and marine transportation, improved Alaska Marine Highway System facilities, improved cargo handling, boat storage, and boat repair facilities, lower freight costs, and increased economic development opportunities. This project is inter-modal in nature because it will complement the new Chignik Small Boat harbor (under construction) and the proposed Chignik Inter-Village Road. This provides an economic multiplier in terms of benefits.
- PARTNERS:** The City of Chignik, State of Alaska, United States Department of Agriculture, the Denali Commission, and the Lake and Peninsula Borough.
- COST ESTIMATE:** \$8 Million
- LOCAL MATCH:** \$2.3 million USDA grant (pending), \$1 million USDA loan to City (pending), \$1.3 million State (pending), \$500,000 Denali Commission (tentative), \$270,000 City (engineering, planning, permitting)
- FEDERAL REQUEST:** \$4 million

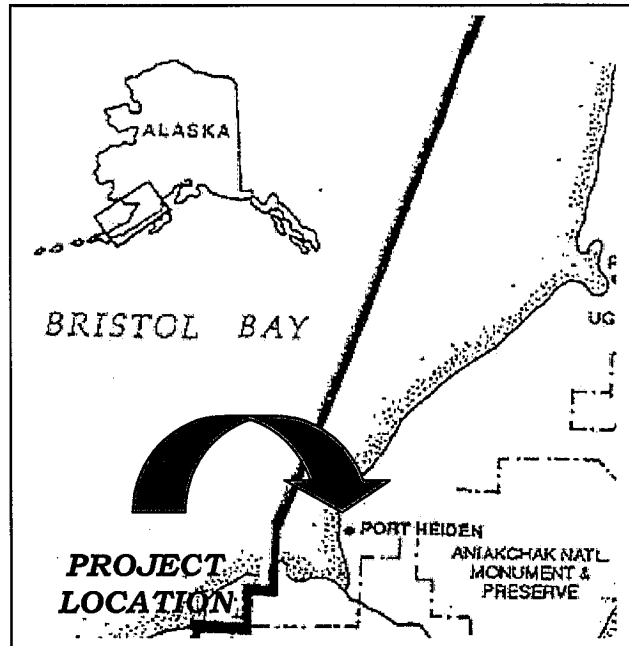




## CHIGNIK INTER-VILLAGE ROAD

- **PROJECT DESCRIPTION:** This project would construct 21 miles of new gravel road to connect the communities of Chignik, Chignik Lagoon, and Chignik Lake. The project can be broken into two phases. Phase I would include the segment from Chignik to Chignik Lagoon. Phase II would complete the segment from Chignik Lagoon to Chignik Lake.
- **BENEFITS:** This project would connect three communities that are located within 21 miles of each other. That would create opportunities to achieve efficiencies by consolidating public services and facilities. The road would be inter-modal in nature because it would connect with the Alaska Marine Highway System and a proposed regional airport, thus creating an economic multiplier effect in terms of benefits. The project would lower the costs of goods and services. It would also improve education, health and safety, and environmental conditions. It would give the residents of Chignik Lake and Chignik Lagoon easy access to the Chignik small boat harbor, the proposed public dock, the State ferry system, fish processors, and other businesses and facilities. It would spur the economy by making small businesses more viable and by promoting tourism.
- **PARTNERS:** ADOT/PF (included in S.W. Alaska transportation Plan), BIA, Lake and Peninsula Borough, City of Chignik, Chignik Village Council, Far West Corporation, Chignik Lagoon Village Council, Chignik Lagoon Village Corporation, Chignik Lake Village Council, Chignik Lake Village Corporation.
- **COST ESTIMATE:** Phase I: \$14 million / Total \$ 28 million
- **LOCAL MATCH:** Village Councils, \$60,000 for planning and permitting, Village Corporations, donation of R.O.W., DOT/PF engineering, design, Lake and Peninsula Borough will assume maintenance responsibility, State, \$10 million (proposed), BIA, \$5 million (proposed).
- **FEDERAL REQUEST: Phase I: \$14 million**

## PORT HEIDEN AIRPORT IMPROVEMENTS



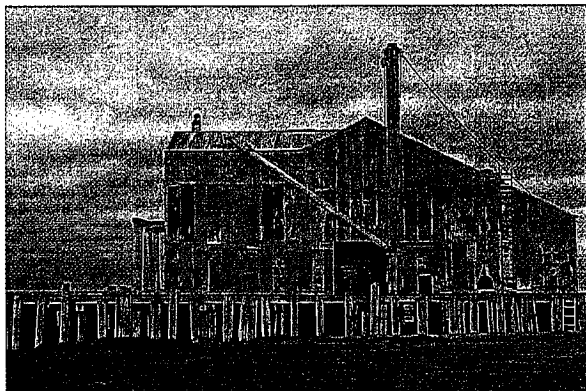
- **PROJECT DESCRIPTION:** The Port Heiden Airport was constructed by the military in WWII. The runways are of sufficient length to handle all types of aircraft including commercial jets. This airport is a valuable part of the Borough's transportation infrastructure and Port Heiden has served as a transportation, mail, and by-pass mail hub. This project would reconstruct and resurface the two runways, expand the safety areas, and pave at least one runway.
- **BENEFITS:** This project would improve public safety. It would allow the community to attract larger passenger aircraft back so that the airport can be re-certified. It would help re-establish the community as a mail and by-pass mail hub. It would also provide opportunities for economic development, especially in the tourism, mining, fish processing, and small business areas. It would permit easier and more convenient access to the new Lake and Peninsula Small Business Development Center.
- **PARTNERS:** City of Port Heiden, State of Alaska
- **COST ESTIMATE:** \$6.1 million
- **LOCAL MATCH:** ADOT/PF, \$4.1 million (appropriated)
- **FEDERAL REQUEST:** \$2 million



## **PORT ALSWORTH PUBLIC AIRPORT**

- **PROJECT DESCRIPTION:** Port Alsworth is one of the fastest growing communities in the Lake and Peninsula Borough. It has a vibrant economy based upon tourism and transportation. It serves as the gateway to Lake Clark National Park and the Park Service has an office and significant facilities there. The community has no public airport and access is provided by two privately owned air strips. Port Alsworth is the only community in the Borough that does not have a public airport. This project would construct a new public airport and access road.
- **BENEFITS:** The general public would have legal and more convenient access to Lake Clark National Park. A public airport would address some of the safety issues the community now faces. For example, the two private strips that the community depends upon have no lights, lack proper safety and clearance zones, have inadequate surface materials, and do not receive the types of regular maintenance and rehabilitation activities that would be standard on a public airport. Further, these strips are both located in the middle of the community and this presents a serious hazard. Pedestrians and people on vehicles routinely cross the strips and use them as public roads. Further, cargo planes laden with fuel land there in close proximity to houses, the school, and other facilities. Finally, a new airport would remove a significant barrier to growth and economic development.
- **PARTNERS:** ADOT/PF, BIA, National Park Service, Lake and Peninsula Borough, DEC, ANTHC, Tanalian Corporation, Port Alsworth Village Council, Port Alsworth Improvement Corporation
- **COST ESTIMATE:** \$15 million (very preliminary)
- **LOCAL MATCH:** ADOT/PF will produce airport master plan and more precise cost estimates, BIA, ANTHC and DEC will share the cost of the road since it will also provide access to the new landfill, Tanalian Corporation will donate the R.O.W. for the 1.5 mile road, the Park Service owns the subsurface and may donate gravel from cut and fill operations.
- **FEDERAL REQUEST:** \$15 million

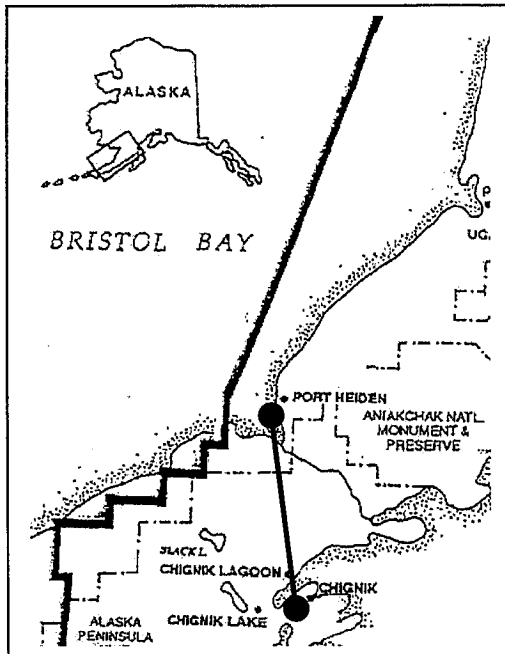




*Old cannery site in Pilot Point*

## **UGASHIK BAY PORT FACILITY**

- **PROJECT DESCRIPTION:** Ugashik Bay contains one of the most valuable and productive commercial salmon districts in the state. The communities of Pilot Point, Ugashik, and Port Heiden are all dependent upon this fishery. The current dock facility at Pilot Point is inadequate to service the fishing fleet and handle cargo because the water is too shallow at the dock face. It is also difficult and expensive to provide water, ice, and other utilities at this location. Pilot Point needs either a new dock / port facility or significant improvements at the present facility. This project would provide funding for planning, site selection, engineering, and design for this facility. The work would also help the community decide whether it is most cost effective to upgrade the existing dock facility or construct a new one.
- **BENEFITS:** This project would benefit the fishing fleet because more services would be available close to the fishing grounds. It would also help the community capitalize on value-added fish processing and other business opportunities. Finally it would reduce the cost of shipping and therefore, the cost of living and doing business.
- **PARTNERS:** City of Pilot Point, Pilot Point Village Council, Lake and Peninsula Borough, BBEDC.
- **COST ESTIMATE:** Unknown at this time
- **LOCAL MATCH:** To be determined
- **FEDERAL REQUEST:** \$500,000



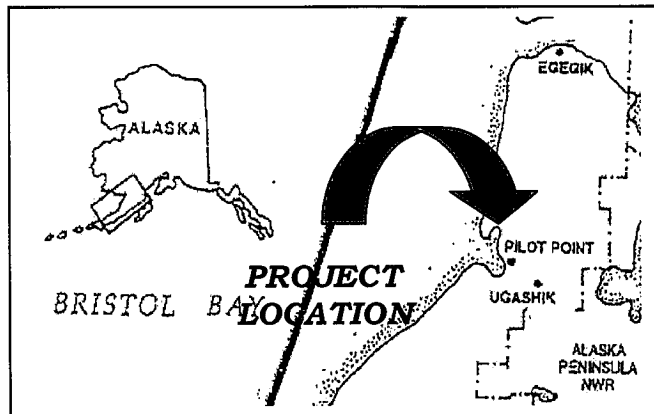
## LOWER ALASKA PENINSULA HIGHWAY

- **PROJECT DESCRIPTION:** The Port Heiden Airport was constructed by the military in World War II. The runways are of sufficient length to handle all types of aircraft including commercial jets. This airport is a valuable part of the Borough's transportation infrastructure and Port Heiden has served as a transportation, mail, and by-pass mail hub. This project would reconstruct and resurface the two runways, expand safety areas, and pave at least one runway.
- **BENEFITS:** The residents of Port Heiden would benefit from gaining overland access to the ice free port at Chignik. The benefits include access to the state ferry system, lower shipping costs, a practical means to get mining and fish products to market, and new tourism opportunities given the community's close proximity to Aniakchak National Park and the Alaska Peninsula National Wildlife Refuge. The residents of Chignik, Chignik Lagoon, and Chignik Lake would benefit from new tourism opportunities, increased economic activity at their port facility, and access to the sub-regional airport at Port Heiden. This road is inter-modal in nature because it would connect the Marine Highway System with the sub-regional airport at Port Heiden.
- **PARTNERS:** Chignik, Chignik Lagoon, Chignik Lake, Port Heiden, ADOT/PF, BIA, Lake and Peninsula Borough
- **COST ESTIMATE:** \$120 Million (for construction)
- **LOCAL MATCH:** To be determined
- **FEDERAL REQUEST:** \$500,000

## PILOT POINT AIRPORT EXPANSION

- **PROJECT DESCRIPTION:** The City of Pilot Point provides services and basic infrastructure for the Ugashik Fishing District. The City wishes to expand the length of its existing airfield so that it can accommodate larger cargo and passenger planes. This project would provide funding to expand the airport at Pilot Point from 3,200 feet to 5,000 feet or longer.

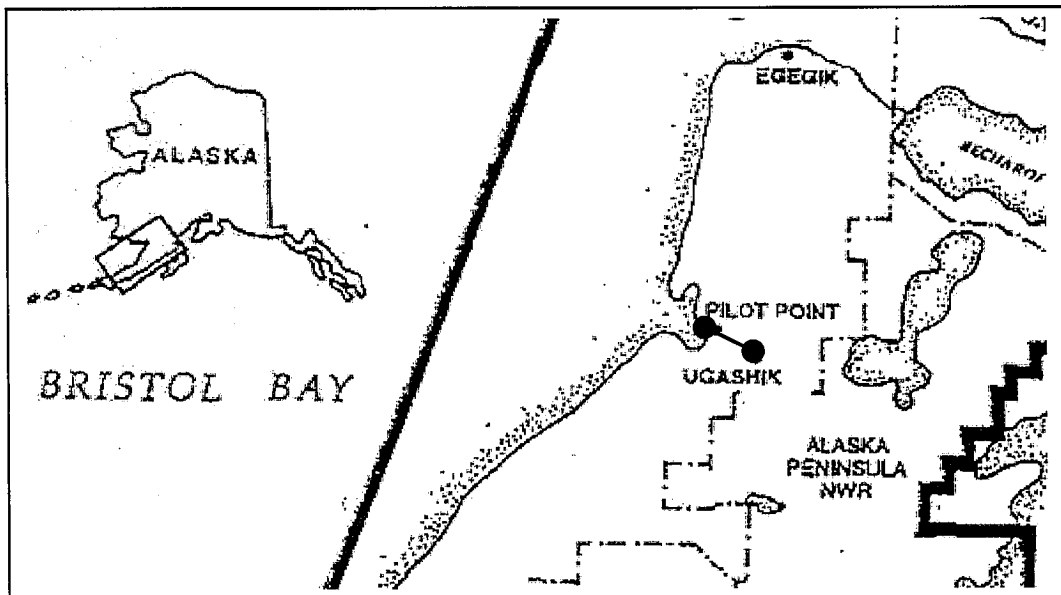
- **BENEFITS:** A longer airstrip that can accommodate large cargo planes would reduce the cost of freight for the fishing fleet, businesses and local residents. It would also make it cheaper and more efficient for fresh, frozen, and value-added fish processors to get their products to market. Reducing the cost of operations increases the community's competitive position in the world marketplace.



- **PARTNERS:** City of Pilot Point, ADOT/PF, Lake and Peninsula Borough, BBEDC
- **COST ESTIMATE:** \$2.5 Million
- **LOCAL MATCH:** To be determined
- **FEDERAL REQUEST:** \$2.5 million

## PILOT POINT – UGASHIK INTER-VILLAGE ROAD

- **PROJECT DESCRIPTION:** This project would provide the funding needed to construct a 4.9 mile gravel road from the community of Pilot Point (beginning at the new landfill) to the Ugashik River at a point across from the community of Ugashik.
- **BENEFITS:** This proposed road would provide an overland connection for most of the distance between the communities of Pilot Point and Ugashik. The road would make it possible to increase efficiencies by consolidating some public services and facilities. It would also increase public safety because local residents would not be forced to travel on the Ugashik River when moving between the two communities. The road will end at a good boat ramp site and it is anticipated that this will provide new opportunities for the visitor industry. Finally, this road is considered to be the first segment of a proposed road from Pilot Point to Port Heiden.
- **PARTNERS:** ADOT/PF (project included in the STIP), Pilot Point, Ugashik, BBNC, DEC, ANTHC, BIA
- **COST ESTIMATE:** \$6 Million
- **LOCAL MATCH:** BBNC, ANTHC, and BIA have funded the first leg of this road to the new landfill. The rest is yet to be determined.
- **FEDERAL REQUEST:** \$6 million

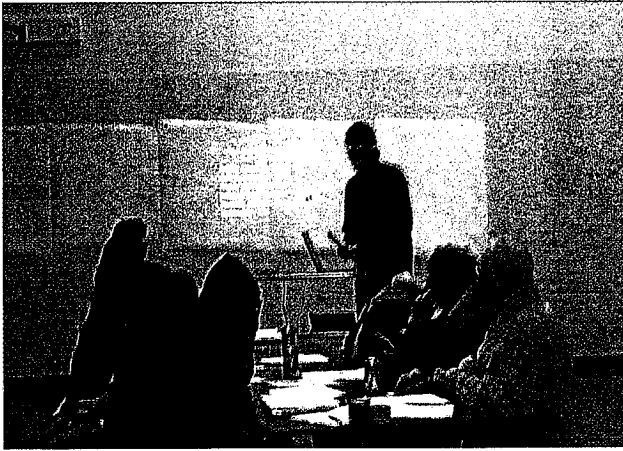




## ALTERNATIVE ENERGY FEASIBILITY & IMPLEMENTATION

*Installation of an anemometer in Pilot Point, which studied the velocity of wind for use as an alternative energy source.*

- **PROJECT DESCRIPTION:** The high cost of energy has been identified as a significant barrier to economic development and diversification in the Borough. This is particularly true with respect to efforts to develop small scale, locally owned and operated, value-added fish processing plants. There are a number of federal, state, and local efforts to address this issue. The problem is that these efforts are disjointed and they do not focus specifically on the communities in the Borough. In addition, the Borough is very diverse and its three sub-regions have their own sets of energy needs and opportunities. The Borough proposes to initiate a comprehensive energy program for its communities that complements and facilitates federal and state programs. This project would provide funding for Phase I of the program. Phase I is a feasibility study and demonstration project that has several components. They are: identify, compile and analyze all existing energy studies, identify gaps in existing research base and recommend additional studies as appropriate, provide sub-regional energy strategies, provide an implementation and funding strategy, provide for small demonstration projects. This study will explore the entire range of alternative energy opportunities from setting up fuel/electric cooperatives to fuel cells to wind power. Phase II is the implementation phase and will focus upon the construction of major new energy infrastructure.
- **BENEFITS:** Lower power costs. This will lower the cost of living and doing business.
- **PARTNERS:** All local governments and utilities in the Borough, State Division of Energy, USDA, Denali Commission
- **ESTIMATED COST:** \$500,000 (Phase I)
- **LOCAL MATCH:** To be determined. It is anticipated that all local governments and utilities will participate in some manner. The Borough will provide in-kind services at a minimum. Assistance will also be requested from other partners listed above.
- **FEDERAL REQUEST:** \$500,000



## **BUSINESS DEVELOPMENT CENTER & TECHNICAL ASSISTANCE PROGRAM**

*Gregg Vickrey, VISTA, giving a presentation on the Business Development Center in Pilot Point.*

- **PROJECT DESCRIPTION:** The Borough's Comprehensive Economic Development Strategy (CEDS) identifies the need to diversify and expand the economy by promoting the development of new small businesses. The Borough recently received two grants from USDA to establish a small business development center. The center is located in the community of Port Heiden and is presently staffed with two VISTA members. The center is providing technical assistance to Borough residents who want to start new businesses that range from B&Bs to small-scale value-added fish processing. The assistance includes help with recognizing business opportunities, writing business plans, accessing capital, marketing products, cash flow and inventory, etc. The Borough wants to ensure the long-term financial viability of the Center. This project would provide the funding necessary to pay professional staff for the next two years, purchase new equipment, and refurbish an old office building to be used by the Center. This funding would secure the sustainability of the Center and give the Borough time to establish an independent, non-profit board of directors and a long-term financial plan.
- **BENEFITS:** The benefits include economic diversification and expansion and local ownership of new small businesses.
- **PARTNERS:** The Borough, all Borough communities, USDA, and Americorps. It is anticipated that cooperative agreements will develop between the center and entities such as BBEDC, the VOC-ED center in King Salmon, the University of Alaska, local businesses, etc.
- **ESTIMATED COST:** \$500,000
- **LOCAL MATCH:** To be determined
- **FEDERAL REQUEST:** \$500,000



## **VILLAGE INTERNET TECHNOLOGY**

- **PROJECT DESCRIPTION:** Rural Alaska continues to fall behind the rest of the country in terms of access to information technology. Internet service is prohibitively expensive in most of the Borough's villages. For example, Internet bills can run as high as \$2,000 per month in the village of Perryville; primarily due to long distance toll charges. Efforts to improve this situation have either been unsuccessful or stymied by serious obstacles. This includes attempts by private phone utilities to expand service in the bush, efforts to expand the school e-rate subsidy to other entities, and efforts to sell excess bandwidth. The lack of convenient and affordable Internet access limits opportunities to attain knowledge and pursue formal education. In addition, it constitutes a significant barrier to economic development and diversification. This project would provide the funds necessary to install reasonably priced Internet technology in Borough villages using wireless Starband Satellite technology. There are two alternatives for doing this. Alternative 1 would involve the placement of one satellite dish and associated equipment at the village or city council building. A bank of computers would be purchased and networked. The result would be an "internet café" which could give the community cheap access to the Internet and serve as a small business incubator. Alternative II involves hooking each household up using the same technology.
- **BENEFITS:** The benefits include increased access to knowledge and educational opportunities, dramatically lower costs for internet service, new opportunities to market local businesses and local products, and new jobs associated with internet based businesses and the Internet cafés.
- **PARTNERS:** All Borough City and Village Councils, Lake and Peninsula Small Business Development Center
- **ESTIMATED COST:** Alternative I: \$75,000 / Alternative II: \$250,000
- **LOCAL MATCH:** To be determined. In-kind services from the Borough, local governments, and the Lake and Peninsula Business Development Center are anticipated
- **FEDERAL REQUEST:** Alternative I: \$75,000 / Alternative II: \$250,000

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